THE BISHOP'S SEARCH.

A THREE THOUSAND MILES TRIP TO AID AND SUCCOR.

The Incidents and Results of the Lengthy Voyage.

manify, and on which the steamer C. R. Bishop left Honolulu on the plish is not yet forgotten by the public, nor is the commendable promptitude with which the Provisional Government forwarded the steamer in aid of the missing boat's crew of the wrecked Hawalian bark Lady Lamp-son. The last news received from the steamer was off the island of Niihan on the 18th ultimo, published in the ADVERTISER of the 20th ultimo. The steamer then took departure for her long sea voyage to the south, the route designated, taking in Palmyra. Washington and Fanning's Islands, and to include, before return home, an endeavor, if possible, to properly locate the wreck of the lost Lady Lampson.

Departure was taken from the coffin-shaped rock island of Kaula, off the coast of Nilhau, at 7:15 P.M. on the night of the 18th ultimo, Indications, on leaving Nilhau, were that unpleasant weather would be encountered, the wind coming in strong, fitful squalls from the N.E., and the previously regular pulsations of the bosom of the blue waters which form the deep channel between Nijhan and Kauai were more pronounced and less regular. As a consequence, the wet sheet and a flowing sea life on the ocean wave was quickly encountered, and the experience continued during the first three days of the voyage.

established and maintained by the crew with commendable sharpness during the time it became their duty. On Sunday morning, the 19th ultimo, when less than twenty-four hours out from Nilhau, a warning cry from the lookout gave notice of some object being directly ahead of us and low in the water. Eyes were strained, and thoughts of an overturned boat flitted through the minds of the trio of on-lookers that surrounded Captain Le Claire, waiting in suspense for his judgment on the approaching and now partly discernable object. "A piece of timber about three feet square and a dozen feet long" said the captain. And as it passed by us and astern, we did look as though we all had lost something. At noon, however, an-other notice from aloft again attracted attention to windward, and when the captain, after a long look through his glasses, said "I can see something moving on that object ahead there, we judged that the object of the mis-sion would be fulfilled. Yes, we could all "see something moving" as the object came nearer and became more distinguishable. It was a tree, though that could be discovered from the length. But the moving objects, plainly moving, what were they? Quickly the floating tree came toplayed and also the moving objects -

sea fowl, only three, but all moving. THAT SWEET LITTLE CHERUS.

The weather continued boisterous until Washington's birthday, the sea aiding in making the way a rather "up hill and down dale" road to travel, the only satisfactory hours being spent when turned in and away from the occasion of the many mis-steps induced by the expectation of a firm, but also fleeting, footing. Well and truly did wind and sea rock the cradle of the Bishop's voyagers, and they slept well, believing faithfully in Jack's cherub. And so did we think, on the morning of the 23d,

"There's a sweet little cherub that sits up And keeps watch o'er the life of poor Jack."

Now to relate: We had a strong wind up to sundown on the 22d, and had made a good run—so good, in fact, that the navigating officer, Geo. Tyrrol, and the captain both distrusted the return shown by the patent log of the distance run since noon. A lunar observation at 8:15 P.M. confirmed the opinion that the patent log was not reporting correctly so, as we were happened until near midnight, when the chief officer, Mr. A. R. Thurston, noticed a sudden fall off in the sea swell, as if the vessel was under a lee. A consultation caused a further reduction in speed and a slight change in course. A bright lookout was kept but the blackness of the night pressged little hope for information from that source. Well, the night passed and in the morning nothing but the broad ocean again in nothing but the broad ocean again in view. Twas so until 9:40 A. M. when the watchful lookout shouted, land ho! and there it was, on our starboard bow, about twenty miles dis-tant, and the land was Palmyra Isl-and! The steamer had, during the past dark night, run between in safety and with only the "cherub's" guidance, the two dangerous shoals marked Kingsman's on the west and Caldera on the east.

PALMYRA ISLAND AND ITS PECULI-ABITIES.

From a distance, Palmyra Island midst of the vast waste of waters makes its presence, at the least, very interesting. We viewed the ever changing shape of the land as we water take at that, two miles long, neared it, and anxious eyes were engaged in searching for a spot on the average depth of ten feet. Along the

side presented which was devoid of breakers and which would afford suitable landing. Suddenly, however, our attention was drawn nearer to ourselves by the sudden formation and almost bursting in full force of a monster breaker which had without the slightest warning reared its threatening, dangerous head, upon our port quarters. A look over the side was indulged in while the cautious and careful Capt. Le Claire was backing out for less troublous quar-ters and, Holy Moses, what a sight! There, seemingly packed in, wedged in in fact, were, not tens, nor hundreds, but thousands of sharks, their dark forms plainly limned against the white coral of the bottom and contact with which would have been had we gone a ship's length further. And if we had struck and heeled to port or starboard into deeper water, just think of the possible and most probable result? A picnic undoubt-edly for some few of the assembled The mission in the cause of hu-pirates of the deep, and a hopeless search in the near future for the Bishop and her passengers. It was not a pleasant feeling that predomin-15th ultimo in an endeavor to accom- ated in our various systems as we aliab is not yet forgotten by the pub- came in closer to the shore on the southern side of the island and saw between us and the proposed landing point innumerable fins flashing above the water. But go, we must, and the boat being lowered a scouting party of three took passage for the distant beach. Landing had to be made through the surf, and as we rode the inward bound breaker our earnest hopes was that, if we spilled it would be in shallow water and away from sharks. Landing was safely made and a rapid but searching survey was made of the combination of islets which compose the island for indication of human inhabitant, but none was found. Return was made to the shore again way being made along the edge of shallows of the deeper lagoon and even here, in two feet of water, young sharks darted at the feet of the visitors and created such a panie and dread, by their bold ness, that a constant splashing was kept up even when in very shallow water. The trees along the banks water. The trees along the banks and in shore were loaded with the nests of goonies, boobies, man-of-war hawks and other sea fowl. Great flocks of birds circled overhead; their discordant cries awaking the echoes of the recesses of the tangled cocoanut jungles which flourished on every islet, while a constant watch Immediately on leaving the island of Kania, a mast-head lookout was established and maintained by the stabilished and the stabilished by the stabilished and the stabilished by the stabilished by the stabilished and the stabilished by the stabil had to be kept to avoid a sudden conanew, for launching and pulling through the surf was altogether dif-ferent to coming inshore on the crest of a willing breaker. The Hawalians with us were most nervous of the sharks and made more so as they saw, hanging over the side of the Bishop a halfa dozen bodies of captured man-eaters from five to seven feet in length, and as a consequence had no wish to wade much in deep water. But it was necessary to go and we three whites, the chief officer, clifef engineer and the writer had to lead. After two hours hard labor, being buffeted by the breakers, jammed and struck by the boat and oars, and filled with salt water the boat left the inhospitable beach of Palmyra Island and after cutting off the tops of a half a dozen breakers she floated half

WASHINGTON ISLAND.

filled with water in the smoother sea

and we were soon alongside our safer

Away we sped and liastily that evening from Palmyra. On the 24th, when the sun was only two hours high, our ears were pricked up to the call from the watchful lookout at the masthead of land ho! Soon in paral-lelogramatic form appeared the out-lines of the distant Washington Islwards the steamer, and as it did the branches at the root end became dispathies to it, and why not? The birth-day of the great Washington had been duly honored on board the steamer but a few days before, and in the celebration of the event one of our most dyed in the wool English comrades had voluntarily swung aloft America's banner and cheered heartily to the memory of he who was "first in war, first in peace, and first in the hearts of his countrymen." Off of Washington Island the tide rips are so numerous and strongly defined that a stranger is wary of approach to the shore on account of dread of impending shoals. Our fears were quickly dispelled by the soon arrival on board of Capt. Anderson, the managing superintendent of the island for Messrs, Greig and Bicknell. Captain Anderson, who is well-known in Honolulu, having been captain for sev-eral years of the schooner Jennie Walker, took the vessel to a safe anchorage and then the usual two, Chief Officer Thurston and the writer, prepared to take passage through the "dangerous landing," (as the charts have it) to the wooded shores of Wash-

It is indeed a perilous passage, a dangerous landing to that same isl-and. Rugged, jagged coral rocks, laid known to be approaching Kingsman's Shoal (where the Lady Lampson was lost), the speed of the vessel was reduced to allow of reaching the dangerous ground in daylight. Nothing wait at times for a brief moment, by the lee of one of those dangerous barriers, to let a combing breaker pass and then all the muscle, wind and energy must be used to follow in its wake and reach the shore, for delay means overturning, and that tends, without doubt, to almost sure death or maiming. Well, we landed safely, but twice the legs of the stran-gers were over the side of the boat preparatory to taking the regulation drop astern on the overturn of the boat. Landing, Captain Anderson introduced his pleasant and educated wife (nee Marion Greig), to the voya-gers and then a handshake was had with his daughter Emma and baby boy Willie. Delay was necessary to allow the incoming of the natives who were employed in picking cocoanuts at distant parts of the island and who were in position to obtain the news if any strangers had arrived on the windward parts of the island. In the meantime a walk was had with Capt. Anderson along nearly three miles of a beautiful, solid white sand beach looks very inviting and its presenta-tion as a spot of terra firms to the and along a portion of the two and a and along a portion of the two and a half miles of railway laid for transportation of coconnuts, until we were halted on the edge of a lake, a fresh

edge of this marvellous freak of nature are thousands of cocoanut trees whose broad palms bend gracefully to the cooling winds that blow over the surface of the lake, and cast a shade about that is most welcome as a refuge from the glare and heat of the tropic sun. Birds of various kinds are plentiful, including a most gaily colored and very noisy paroquet. After a dash in the cooling waters of the lake, return was had again to the residence of Capt. Anderson. Mrs. Anderson had in the meantime been occupied in writing letters to some friends in Honolulu (one to her brother Mr. W. H. C. Greig, with Lewers & Cooke, the well known lumber dealers), the chance of delivery by the steamer being too good to be lost.

The business conducted at Washing-ton Island entirely is the manufacture of copra. There are some 70 Gilbert Islanders there, about equally divided in the sexes, who pick the nuts and prepare the copra for shipping. These people, the natives, ex-cannibals as they are, are a practical illustration of the benefits of missionary teaching in the islands of the Pacific. They know their work and will only perform that and no more: they will steal, will lie, but in their family relations they are most upright; holding strongly to matrimonial ties. Amongst these almost savages one white man, his wife and children, live in peace and securi-ty. At times another white face is not seen for a year; the last lapse being 7 months. The natives have a regular Sunday service of their own, and at which they sing hymns from a book transcribed into their language under the auspices of the Hawaiian Board of Missions, of Honolulu. About two hundred and fifty tons of copra are an-nually shipped from the island. Before leaving, the visitors were shown by Captain Anderson an excellent production of a South Sea Island rac-ing cance which, on completion, he intended to forward to Mr. Fred Harrison of Honolulu. At 5 P.M. the last of the natives had arrived home, but no news was brought. Departure was then had for the steamer, which being boarded, after a short delay, got up anchor and at 10 P.M. sailed for Fanning's Island.

FANNING'S ISLAND AND ENGLISH HARBOR.

A voyage of many hours against a

trong easterly current and head wind brought us in sight of the largest, most productive and most important of the coral islands which lie within ten degrees of the Equator, viz: Fan-ning's Island. Here the usual dangers of anchoring or landing are entirely obviated. Good anchorage exists all along the shore of Fanning's Island, while a fine harbor. English harbor, opens its narrow entrance to admit into safe anchorage such vessels as may be desired to place inside. On our arrival off the island we were soon boarded by a son of the late William Greig, and who now takes his lamented father's place as pilot of the port and manager for Greig & Bicknell, the owners of this, as well as Washington Island. Mr. George B. Greig is the name of the tall, bright, active young man who steps aboard and declares his readiness to pilot us in if we desire it. We do desire it, and soon the steamer Bishop is steaming through the entrance of Eng-lish harbor, leaving Cartwright point a few hundred yards on the port and gradually nearing a safe and shel-tered anchorage within a stone's throw of a well-built and spacious wharf. Mr. Greig was informed of our mis-sion, but had no news for us. Some needed repairs being projected by Chief Engineer Norton, it was decided to lay over here until Monday, and Mr. Greig immediately offered the officers and the solitary passenger on the Bishop full and entire freedom to night fell the company was added to by the arrival of Mr. James Greig, a former pupil of Oahu College; his brother David, a lad half-way through his teens and who intends soon to ourney to the Paradise of the Pacific for advancement in education; and Mr. I. H. Scott, a Pennsylvanian, who is at present under engagement to Messrs. Greig & Bicknell. A short walk was indulged in about the settlement proper, Mr. George Grelg pointing out the different warehouses, trading store, church, copra-sheds, etc. From these copra-sheds, etc. From thence journey was had to the sugar-cane nursery, the banana nursery and fine specimens of plaintain and papai were viewed. Flowers of different kinds are now being experimented with and success is hoped. Here, although so close to the equator, on coral foundation, and with the bloodred flag of Great Britain floating proudly aloft, the stranger visitor, be he American, English, German or Hawalian, can step upon the soil of his native land, several separated heaps being the deposits left by repre-sentative vessels of each of those countries. En passant, it might be well to mention that the British flag also flies over Washington Island, both islands having been annexed some years ago by H. B. M. S. Cormorant and the Caroline. At some little distance outside the settlement is the spot allotted to each of the family for a final resting place. In it now, as indicated by the marble tablets, rest the corporeal remains of two children (one belonging to the elder Greig and the other to Captain Anderson). Two plots of freshly turned earth indicate the graves of a beloved father and a sister, and loving hands to-day still keep their memory green. Fanning's Island is about twenty-five miles in circumference, eight miles wide, and is an ideal coral island, being circular in shape, and the interior being a large and navigable lagoon. Beautiful oral and pretty pearl shell may be obtained in quantities, while excel-lent fish, wild duck, plover and curew abound. The cocoanut erab which

getting scarcer and scarcer. During our stay here the Messrs Greig did all in their power to entertain, and that they succeeded in creating a good and lasting impression was evidenced by the hearty and earnest wishes of success which followed them on their departure after we had again, on Monday noon, passed the portals of English harbor and prepared to take our departure in search of the wreeked Lady Lampson, and the new submerged shoal on which she was reported to have struck.

dimbs trees, steals cocoanuts

noon on the 27th ult., we sighted Palmyra again on the 28th at 1:10 P. M., and just before the shades of evening fell our watchful lookout reported a sail ahead. "What's for sale now?" queried the lean man who had just turned out, and who was known to us voyagers to be willing to borrow, beg or even steal anything that he could again sell. No notice was taken of the question, as everybody (three) was interested in the reported sail. Soon it loomed up in sight, and after con-jectures had been made that it was everything from the yacht Hawaii to the cruiser Boston, the outlines of a bark stood out strongly defined. As we nearer drew, her careening posi-tion to starboard, her closely furled sails and her location within a line of foaming breakers soon satisfied us that we had reached the lost, wrecked, stranded Hawaiian bark Lady Lampson. Darkness coming on, the steamer's head was put off from the dangerous direction of the submerged reef, and a rest from further inquiry was had until next morning.

THE WRECK BOARDED.

At daylight we returned to the wrecked vessel, and at 5:30 o'clock chief officer Thurston and the writer, in a boat, went alongside, and, through a heavy surf, managed to successfully board the stranded bark. On boarding the vessel, which was lying easily and solidly on her starboard side, it was found that she was in about 9 feet of water. The spars were all stand-ing, and that which was most noticeable was that all of the sails were neatly furled, indicating leisure in leaving. It was found that the bark was bilged, and that her back was broken. An extended search showed that there had been little of value on board, or else it had been taken away by the departing boats' crews. Some articles were taken by us, the most valuable consisting of a few sails, a pair of side-lights, some canned goods, charts, compass, two barometers, a bolt of new canvas and other miner articles of little and other minor articles of little value. The wrecked bark is lying on the southern edge of the crescent-shaped reef known as Kingsman's shoal. Of her location there is not the slightest doubt, as Mr. George Tyrol, the navigating officer of the steamer, as well as Captain Le Claire, took careful observations and locate the wreck in latitude 6 deg., 22 min. N.; longitude 162 deg., 20 min. W. The reef, or shoal, is between twenty and twenty-five miles in length and from two to six miles in width. The shoal is a very dangerous one as, un-less in heavy weather, the breakers only show on the edge of the reef and are neither lofty or noisy. Up to within about fifty yards of the edge of the reef bottom could not be obtained at twenty fathoms while on the reef itself the depth varies from 2 fathoms to | of a fathom. The bark drew about 14 feet of water when she went ashore. With a continuance of the weather which was prevailing when we left the wreck, it would be some weeks before she broke up. At 3 P. M., on March 1st, we took

our departure from Kingsman's shoal, going round the western end, and laid ourse for Honolulu.

After a voyage of twenty days and having sailed over 2908 miles, we failed to find or obtain tidings of the missing boat's crew.
FRANK GODFREY,
Special Correspondent.

ADDENDA.

Report of Distance traveled over by steamer C. R. Bishop while engaged in the search for the missing boat's erew of the wrecked Hawaiian bark Lady Lampson, from February 15th, 1866, to March 7th, 1893, inclusive,

. e. :	51571
M	iles.
Honolulu to Lahaina, Maui	73
Lahaina to Mahukona	89
Mahukona to Kallua	46
Kailua to Waimea. Kauai	260
Waimea to Niihau	-53
Niihau to Kaula	29
Kaula to Palmyra Island	965
Palmyra Island to Washington	
Island	118
Washington Island to Fanning's	
Island	75
Fanning's Island to Kingsman's	
Shoal	230
Kingsman's Shoal to Honololu-	- 1
first day, 167; second day, 150;	
third day, 150; fourth day, 160,	
fifth day, 213; sixth day, 130	970

Funeral of C. N. Spencer.

Grand Total

The funeral of the late C. N. Spencer took placeWednesdayafternoon from the family residence on the Plains. It was very largely attended by Government officials and others including members of Hawaiian Lodge F. & A. M. The funeral was in charge of Lodge le Progres de l'Oceanie A. F. & A. M. of which body the deceased was a Past Master.

The funeral services were con-ducted by His Lordship Bishop Willis assisted by Rev. Mr. Kitcat. The display of flowers and wreaths was large and many handsome bouquets were sent by friends of the family. The body was interred in Nuuanu cemetery.

The following gentlemen acted as pall bearers: Messrs. John Nott, J. S. Walker, Jr., S. Parker, A. J. Cartwright, D. Dayton, J. O. Carter, Jr., J. G. Rothwell, J. F. Bowler and C. T. Gulick.

Send a copy of the Brief History to your friends abroad.

The strongest recommendation that any article can have is the endorseusks them is here to be found, but is ment of the mothers of the town. When the mothers recommend it you may know that that article has more than ordinary merit. Here is what the Centerville, South Dakota, Citizen says editorially of an article sold in their town: "From personal expe-rience we can say that Chamberlain's Cough Remedy has broken up bad colds for our children. We are no-quainted with many mothers in Centerville who would not be without it in the house for a good many times its cost, and are recommending it Stilling from Fanning's Island at Co., agents for the Hawalian Islands.

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